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FINAL
ENVIRONMENTAL
IMPACT
STATEMENT

**FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
CENTRAL HEIGHTS BUSINESS PARK**

CITY OF SEATTLE

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DEPARTMENT OF COMMUNITY DEVELOPMENT



CENTRAL HEIGHTS BUSINESS PARK



The intent and purpose of this Final Environmental Impact Statement is to satisfy the procedural requirements of the State Environmental Policy Act (RCW 43.21c) and the City SEPA Ordinances, SMC Chapter 25.05. This document is not an authorization for an action, nor does it constitute a decision for a recommendation for an action; in its final form it will accompany the proposed action and will be considered in making the final decision on the proposal.

Preparation of the Final Environmental Impact Statement is the responsibility of the City of Seattle Department of Construction and Land Use. The Department has assured that the document has been prepared in a responsible manner with appropriate methodology and has directed the areas of research and examination undertaken. This document has been approved by the Department prior to its distribution and the Department is satisfied that the document complies with the Seattle Municipal Code Chapter 25.05 and the SEPA Guidelines.

April, 1986

Your
Seattle
Community Development



David Moseley, Director
Charles Royer, Mayor

To Whom it May Concern:

Re: Final Environmental Impact Statement for Central
Heights Annexation/Rezone

The document enclosed has been prepared in compliance
with the State Environmental Policy Act of 1971 (RCW 43.21C).

Responsible official:

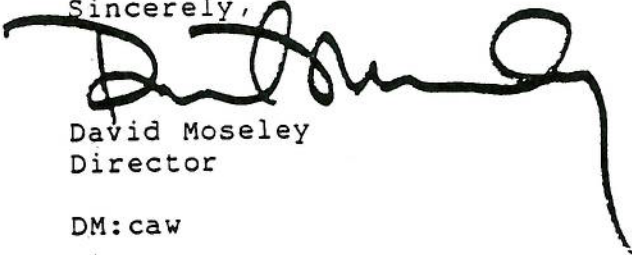
David Moseley, Director
Department of Community Development
400 Yesler Building
Seattle, Washington 98104

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(625-4546), and at the following branches of the Seattle
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Downtown Branch, 100 - 4th Avenue;

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Sincerely,



David Moseley
Director

DM:caw

Enclosure

FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
CENTRAL HEIGHTS BUSINESS PARK

ANNEXATION OF 91 ACRE AREA TO CITY OF SEATTLE
RESTORATION AND DEVELOPMENT
MASTER PLAN APPROVAL

CITY OF SEATTLE
DEPARTMENT OF COMMUNITY DEVELOPMENT

Prepared in Compliance with the State
Environmental Policy Act of 1971
Chapter 43.21c, Revised Code of Washington

SEPA Guidelines, Effective April 4, 1984,
Chapter 197-11,
Washington Administrative Code
City of Seattle SEPA Ordinances,
Seattle Municipal Code Chapter 25.05

April, 1986

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owner's investment; (3) to provide a 2-acre research and development site and an enhanced wetlands area related to the detention facility on the remaining 5 acres of Parcel 2, and (4) to gain approval of a Master Plan for development of this site as an auto-oriented, primarily nonretail business park providing commercial activities serving a city-wide function, including offices, restaurants, and warehouses.

Alternatives considered were: Business Park with Perimeter Apartments, No Action, Develop without Annexation, Use an Alternative Site, Develop as County Park, and Mixed Business Park and High Density Residential.

Location:

The property is located 1 mile east of White Center at Olson Place S.W. and Myers Way South, at the southern City limits. It is located in Sections 31 and 32 of Township 24 North, Range 4 East of W.M., in King County, and Sections 5 and 6 of Township 23 North, Range 4 East of W.M., in King County.

2. Proposal Sponsor: Central Heights Joint Tenancy Venture
Val Rupeiks, Project Manager
3233 Eastlake Avenue East
Seattle, Washington 98102
(206) 325-9729

Implementation

Date: 1986 through 1996

3. Lead Agency: City of Seattle
Department of Community Development
600 Fourth Avenue
Seattle, Washington 98104

Responsible
Official:

David Moseley, DCD

Contact for
Questions,
Comments,
Information:

John Braden, DCD
Carol Adleberg

FACT SHEET

1. Proposal

Title: Annexation and Rezone
Site Development and Master Plan Approval
Central Heights Business Park
Seattle, Washington

Description: The proposed action has three phases:

1. Annexation and rezone of a 90.62 acre area adjoining the southern boundary of the City. The annexation includes the southern 41.0 acres of the proposed business park site and adjacent public rights-of-way.
2. Restoration, stabilization of all cut slopes, and regrading of most of the site for development; removal of 1.3 million cubic yards of sand for fill material under permits from the City of Seattle and King County.
3. Development of Master Plan for a 51.91-acre mixed-use business park.

The purposes of annexation are as follows: (1) to adjust boundaries to follow major physical features (SR 509); (2) to increase the amount of developable land within the City suitable for a business park; (3) to make service boundaries less confusing, thereby avoiding delays in police, fire and medical aid response; (4) to permit development of a business park under one jurisdiction; (5) to increase revenue to the City of Seattle, and (6) to secure acceptable zoning for the 41 acres of the site being annexed to the City.

The purposes of site development are as follows: (1) To restore and regrade the entire site for future development, including sand removal and stabilization of all cut slopes; (2) to reclaim an unattractive, largely depleted sand pit and convert it into a well-designed business park which will increase employment, serve Seattle residents well, return significant tax revenues to the City, and provide a reasonable return on the

4. Approvals Required:

City of Seattle:

EIS Draft and Final Approval
Annexation
Rezone Approval
Pre-Annexation Agreement
Variance
Grading Permits
Storm Drainage Permits
Sewer and Water Permits
Building Permit
City Light Right-of-Way Permit

King County Boundary Review Board:

Annexation Approval

King County:

Grading Permits
Storm Drainage Permit
Unclassified Use Permits

5. Approval Granted:

City Council passed Rezone Request for 10.9 acres of land within the city limits of Seattle to Commercial C-1 and C-2 uses. The action took place on March 31, 1986 as part of the overall action under C.B. 105404: "Relating to land use and zoning; amending the Seattle Municipal Code by adding new Sections 23.16.06, 23.34.70, 23.34.72, 23.34.74, 23.34.76, 23.34.78, 23.34.80, 23.34.82, 23.34.84, 23.34.86, 23.34.88 and 23.45.110; adding new Chapters 23.46 and 23.47; amending Sections 23.30.10, 23.40.10, and various sections of Chapter 23.84 (definitions); and replacing Chapter 23.54 with a new revised Chapter 23.54 (access and off-street parking), all to provide use and development standards and off-street parking requirements for Neighborhood Commercial and Residential Commercial Zones."

6. Authors/Principal Contributors:

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7. Date of Issue of
Draft EIS: December 30, 1985
8. Public Hearing
was held on: January 14, 1986
9. Date of Final Action:
10. Subsequent Environmental
Review:
11. Location of Background
Materials: Data used in preparation of this EIS is
available for inspection during office hours
at:

Clark, Coleman & Rupeiks, Inc.
3233 Eastlake Avenue East
Seattle, Washington 98102
12. Cost per Copy: \$10.00 - Available at above address

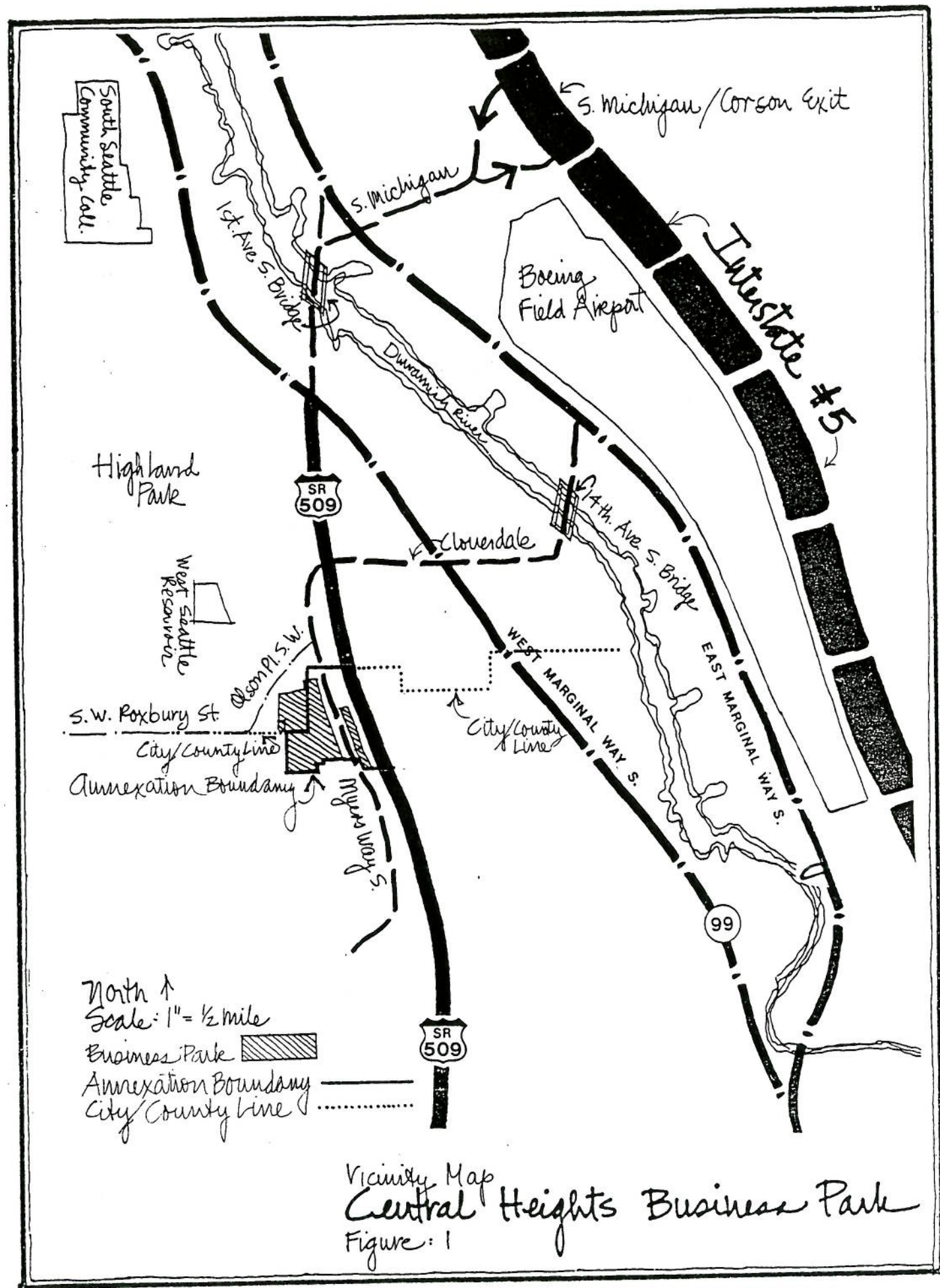


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COMPARATIVE ENVIRONMENTAL IMPACT OF ALTERNATIVES

ELEMENTS OF THE ENVIRONMENT	ALTERNATIVE A PROPOSED ACTION	ALTERNATIVE B BUSINESS PARK AND PERMITTER ADJUSTMENTS	ALTERNATIVE C NO ACTION	ALTERNATIVE D NO AMBITION	ALTERNATIVE E ALTERNATIVE SITES	ALTERNATIVE F COUNTY PARK	ALTERNATIVE G MIXED HOUSING
Natural Environment							
1. Natural Resources (sand)	1.2 million cubic yards of sand will be removed and sold for fill material between 1985 and 1990.	Same as proposal.	No sale or removal of sand would occur.	Same as proposal.	No sale or removal of sand would occur unless subject site is developed in future.	The extent of topographic restoration is unknown under this alternative.	Same as proposal.
2. Energy							
a. Construction Energy Consumption	A maximum of 26.9 million kWh will be consumed building the business park.	Will consume 20% more energy than proposal.	No energy will be consumed.	Same as Alternative B.	Same as proposal, but on other alternate sites.	Much less energy than proposal.	Approximately the same as proposal.
b. Annual Operating Consumption	A maximum of 22.04 million kWh will be consumed annually operating the business park.	Same as proposal.	None	About half of proposal.	Same as proposal.	Approximately 30% as much as proposal.	Approximately 75% of proposal.
c. Truck Fuel Consumption During Sand Removal	180,000 gallons of fuel will be consumed hauling sand from the site, 1985 to 1990.	Same as proposal.	None	Same as proposal.	Not applicable.	The extent of topographic restoration is unknown under this alternative.	Same as proposal.
3. Impervious Surfaces	About 44.45 of site (24.89 acres) will have impervious surfaces.	Approximately the same as proposal.	No impervious surfaces.	Approximately the same as proposal.	Same as proposal, but on other sites.	Much less impervious surfaces than proposal.	Approximately the same as proposal.
Built Environment							
1. Housing	Will provide No Housing. One existing house will be retained and one will be demolished.	Provides 240 one and two-story apartments (72 on small site and 168 on Parcel 2 east of Myers Way South). Both sites are a safe distance from 230 EV Transmission Line right-of-way. One existing house will be retained and one will be demolished.	No housing would be provided. No other impact to housing.	Provides 240 apartment units in same location as Alternative B; also provides 176 mobile home sites south of business park. One existing house will be retained and one be demolished.	Housing impacts unknown.	No housing would be provided. One existing home would be retained and one would be demolished.	Provides 645 dwelling units on the residual 27 acres of the site. One existing home would be demolished and one would be retained.
2. Health and Safety	No potential health risks.	No potential health risks.	No potential health risks.	Potential health risk for mobile home units located under or near overhead 230 EV Transmission Main; See DEIS, Highway 230 EV Transmission Project, City of Seattle, Dec 1984. Noise levels unacceptable for mobile home park and housing on Parcel 2.	Health impacts unknown.	No potential health risks.	Potential health risk for units south of business park located under/near 230 EV Transmission Main. Noise levels unacceptable for housing on central site and Parcel 2.
3. Vehicular Traffic Volume	Business Park will generate 11,100 vehicle trips daily.	Will generate 10,510 vehicle per day, or 94% of proposal.	No traffic will be generated by site.	Traffic impacts about 75% of proposal. Also conflicts between business and residential traffic on main site.	Same as proposal but on another site. No impact on subject site.	Traffic impacts unknown, but significantly less traffic than proposal expected.	Traffic impacts will be about 80 percent of proposal. Significant conflict between business and residential traffic on main site.
4. Peak-Hour Congestion	Business Park: 17,200 vehicles during PM Peak-Hour	Business Park: 16,500 vehicles during PM peak hour traffic.	No Peak-Hour Congestion.	Approximately 40% of proposal p.m. peak hour traffic.	Same as proposal but on another site. No impact on subject site.	Approximately 20% of proposal p.m. peak hour traffic.	Approximately 80% of proposal p.m. peak hour traffic.

ELEMENTS OF THE ENVIRONMENT

Built Environment (continued)

5. Public Services and Utilities

Alternative A
Proposed Action

All public services and utilities will be provided by City of Seattle. Owners will have to obtain permit to use City Light Transmission Line right-of-way.

Alternative B
Business Park and
Perimeter Apartments

Same as proposal.

Alternative C
No Action

No new public services required.

Alternative D
No Annexation

Public services for 10.91 City portion provided by City; services for 41-acre County portion provided by County. Service boundaries confusing, resulting in delays in emergency vehicle response.

Alternative E
Alternative Sites

Public services same as proposal but on another site. Jurisdiction providing services unknown. No public services provided for subject site.

Alternative F
County Park

Significantly less public services than proposal. Respective jurisdictions provide their services. Service boundaries confusing resulting in delays in emergency vehicle response.

Alternative G
Mixed Housing

Services approximately the same as Alternative B, provided by City of Seattle.

6. Economic Issues

a. Employment

50 construction employees for 3 years.

55 construction employees for 3 years.

No employees

Economic impact similar to proposal, but on other site(s). No impact on subject site.

10-15 construction employees for 0.5 years for park improvements. 703 fewer permanent employees in bus. park.

75 construction employees for 5 years.

1,300 permanent employees in business park.

1,100 permanent employees in business park.

Taxes for unimproved site \$7,800.

Significantly fewer construction employees than proposal. 70 percent fewer permanent employees.

Economic impact similar to proposal, but on other site(s). No impact on subject site.

10-15 construction employees for 0.5 years for park improvements. 703 fewer permanent employees in bus. park.

75 construction employees for 5 years.

\$1,331,460 taxes for 44-acre business park

\$1,243,940 taxes for 41-acre business park

Taxes for unimproved site \$7,800.

Taxes for 10.91-acre business park \$453,780

Economic impact similar to proposal, but on other site(s). No impact on subject site.

10-15 construction employees for 0.5 years for park improvements. 703 fewer permanent employees in bus. park.

75 construction employees for 5 years.

\$1,331,460 taxes for 44-acre business park

\$1,243,940 taxes for 41-acre business park

Taxes for unimproved site \$7,800.

Taxes for 10.91-acre business park \$453,780

Economic impact similar to proposal, but on other site(s). No impact on subject site.

10-15 construction employees for 0.5 years for park improvements. 703 fewer permanent employees in bus. park.

75 construction employees for 5 years.

\$259,460 continuing tax revenue after first year

\$272,130 continuing tax revenue after first year

Taxes for unimproved site \$7,800.

Taxes for 10.91-acre business park \$453,780

Economic impact similar to proposal, but on other site(s). No impact on subject site.

10-15 construction employees for 0.5 years for park improvements. 703 fewer permanent employees in bus. park.

75 construction employees for 5 years.

7. Land Use

a. Conformance with Sponsor's Objectives

Meets all objectives

Does not meet objectives.

Meets some objectives.

Does not meet objectives.

Does not meet objectives.

Meets some objectives.

b. Conformance with Land Use Plans

City portion consistent with City's Land Use Plan. County portion inconsistent with County Highline Community Plan.

Same as proposal.

Not applicable.

City portion consistent with Land Use Plan; County portion may not be consistent with Highline Plan.

Data insufficient to determine conformance with Plans.

City portion inconsistent with County's Highline Plan.

City portion consistent with City's Land Use Plan. County portion inconsistent with County Highline Plan.

c. Conformance with Existing or Recommended Zoning

Does not conform with single-family 7200 zoning in both City and County portions.

Same as proposal.

The site is consistent with existing zoning.

Does not conform with single-family 7200 zoning in both City and County portions.

Data insufficient to determine conformance with local plans.

Conforms with existing zoning in both City and County portions.

Same as proposal, except that only 15 acres of County portion would have to be rezoned to C-2; the remaining 16 acres would be rezoned to L-2 as a condition of annexation.

The business park will conform with City's recommended C-1 and C-2 zoning on City portion; The County portion of site will conform if C-1 and C-2 zoning are granted as a condition for annexation.

Same as proposal.

No action alternative.

City portion will conform with City's recommended C-1 and C-2 zoning; County portion will exceed densities allowed under a P.U.D. in R5 7200 zone.

Data insufficient to determine conformance with local plans.

Conforms with existing zoning in both City and County portions.

Same as proposal, except that only 15 acres of County portion would have to be rezoned to C-2; the remaining 16 acres would be rezoned to L-2 as a condition of annexation.

SECTION ONE
SUMMARY

1. The first part of the book is a history of the world from the beginning of time to the present. It covers the major events and civilizations that have shaped the world as we know it. The author provides a detailed account of the rise and fall of various empires, the development of science and technology, and the impact of religion and philosophy on human society.

SECTION ONE SUMMARY

THE PROPOSAL

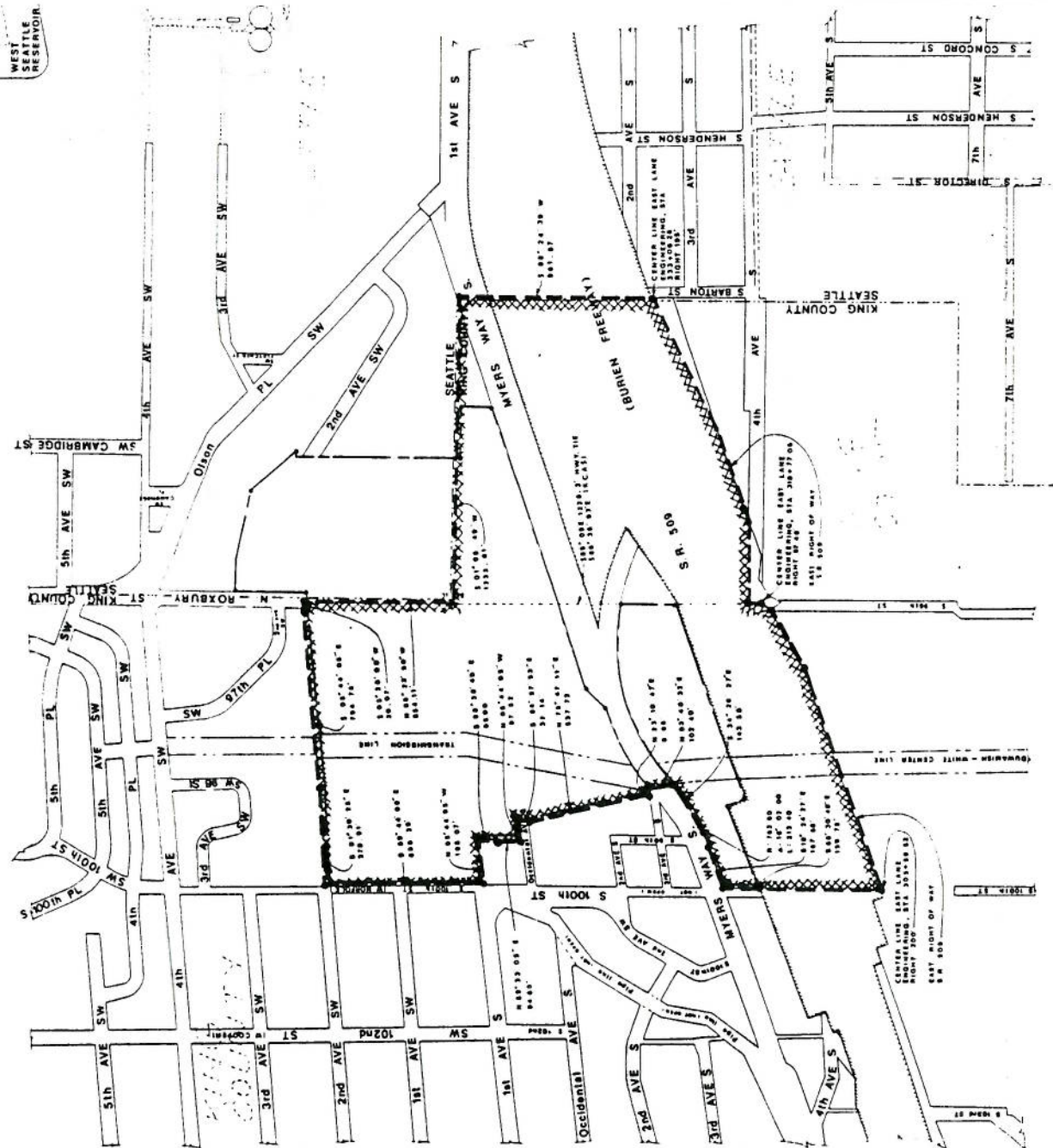
The three owners of the Central Heights property propose to set in motion a complex series of actions which, when accomplished, will completely transform an unattractive, nearly depleted borrow pit into a highly productive, well-designed business park that will be an asset to the City of Seattle and its residents. To accomplish the foregoing, the southern 41 acres of the site must first be annexed, and the land forms on the site must be completely resculpted to provide a stable, attractive setting for a business park.

The proposed action involves a three-phase program, scheduled for completion in 12 years, and summarized as follows:

1. Annexation of a 90.62-acre area in King County to the City of Seattle, including the southern 41.0 acres of the site proposed for a business park, and adjacent public lands. The annexation phase should be complete by early 1986.
 2. Major restoration, stabilization of all cut slopes, and regrading of most of the 51.91-acre Central Heights site for future development. Removal of 1.3 million cubic yards of sand for fill material under permits from King County and the City of Seattle. This phase will be complete in 1989.
 3. A Master Plan for the proposed 51.91-acre business park. Design plans will be complete by 1986; construction will occur between 1986 and 1997. A more precise schedule will be available later.
- A. Phase I - Proposed Annexation. The proposed annexation involves 90.62 acres of King County to the City of Seattle and is shown on Figure 2. The present annexation petition has been in process for the past four years. In September, 1981, the owners of the Central Heights property (then known as Duwamish Heights Joint Venture) filed the original Petition for Annexation with the City of Seattle, designating it Council File 290891. The Council could not consider it because of a conflict with another pending annexation. The Council's Land Use Committee reactivated the Petition in November, 1983, determining that a nonproject EIS must be prepared, with the Director of the Department of Community Development as Responsible Official. This EIS is one of the requirements for approval of the Annexation Petition.

The four present owners of the land to be annexed - William Appel, Gary Jardine, Val Rupeiks and Gary Cromwell - have now amended the Annexation Petition to enlarge the area to 90.62 acres, including the following public lands: the rights-of-way of Myers Way South and State Route 509. The rights-of-way were included to respond to one of the

WEST
SEATTLE
RESERVOIR



LEGEND:

- PROPOSED ANNEXATION BOUNDARY
- PROPERTY LINE FOR CENTRAL HEIGHTS
- SEATTLE-KING COUNTY DIVISION LINE
- KING COUNTY
- SEATTLE

Scale: 1" = 200' Drawn S.E.E. Approved M.S.M. Project 474 Date 2-28-1993

CLARK • COLEMAN • RUPEKS, INC.
3223 EAST AVE • SEATTLE, WASHINGTON 98102
PHONE 325-9739

CENTRAL HEIGHTS
BUSINESS PARK
CENTRAL HEIGHTS ANNEXATION
SEATTLE, WA

Figure 2

annexation criteria, which is to seek boundaries which follow major physical features, in this case State Route 509.

The ownerships in the annexation petition are as follows:

	<u>No. of Acres</u>
Central Heights Property	41.00
Gary Cromwell Property	0.71
Myers Way South R.O.W.	5.61
State Route 509 R.O.W.	<u>43.30</u>
TOTAL	90.62 Acres

The owners have indicated that the annexation to the City is contingent upon the City granting acceptable zoning to permit the site to be developed. A legal description of the proposed annexation is included in Section Seven on page 182.

- B. Phase II - Site Restoration and Regrading. The second phase of the proposed action involves complete restoration of the 51.91-acre Central Heights property, 41 acres of which is included in the Phase I annexation. The remaining 10.91 acres of the Central Heights property is in the City of Seattle.

The property was separated into two parcels when the new Myers Way South was built as an extension of First Avenue South.

Parcel 1 - West of Myers Way South	44.85 Acres
Parcel 2 - East of Myers Way South	<u>7.06 Acres</u>
Total	51.91 Acres

This phase, which is expected to take 4 to 5 years, involves three major activities as follows:

1. Removal of 1.3 million cubic yards of sand, mainly from the central knoll area. Each year approximately 260,000 cubic yards will be removed during the 240 working days per year. (A variance to "allow re-establishment of the non-conforming use of the property ... as a sand pit or quarry" was granted in October 1985 by the Hearing Examiner for the City of Seattle.)
2. Regrading, hydroseeding and stabilizing all cut slopes at a 1.5:1 grade.
3. Grading Parcel 1 for development as a 44-acre business park and grading of Parcel 2 for a 2-acre commercial site and enhanced wetlands area.

- C. Phase III - Master Plan for Central Heights Business Park and Commercial Site. The final phase of the proposed action will commence in 1986 when a Master Plan for the development of the entire site is submitted to the City for approval. Construction of the business park and the commercial site on Parcel 2 will occur between 1986 and 1997.

A more precise construction schedule will be available later. Figure 3 shows one of the possible arrangements for the site.

1. Business Park. The 44-acre business park is designed to have 650,000 to 700,000 square feet of Gross Floor Area housed in 12 one and two-story buildings. As presently conceived, the business park floor area will be allocated as follows:

<u>CATEGORY</u>	<u>SF</u>	<u>% OF FLOOR AREA</u>
Research & Development	177,600	26.0
Warehousing & Wholesale	442,278	65.0
Retail & Service	52,050	8.0
Restaurant	4,500	1.0
 TOTAL	 676,428	 100.0%

The site will have about 605 off-street automobile parking spaces (9' x 20') and 40 truck bays (25' x 50'). The business park site will have three access driveways, two from Myers Way South, and one from Olson Place S.W. as well as a pedestrian walk from the Metro Park and Ride lot.

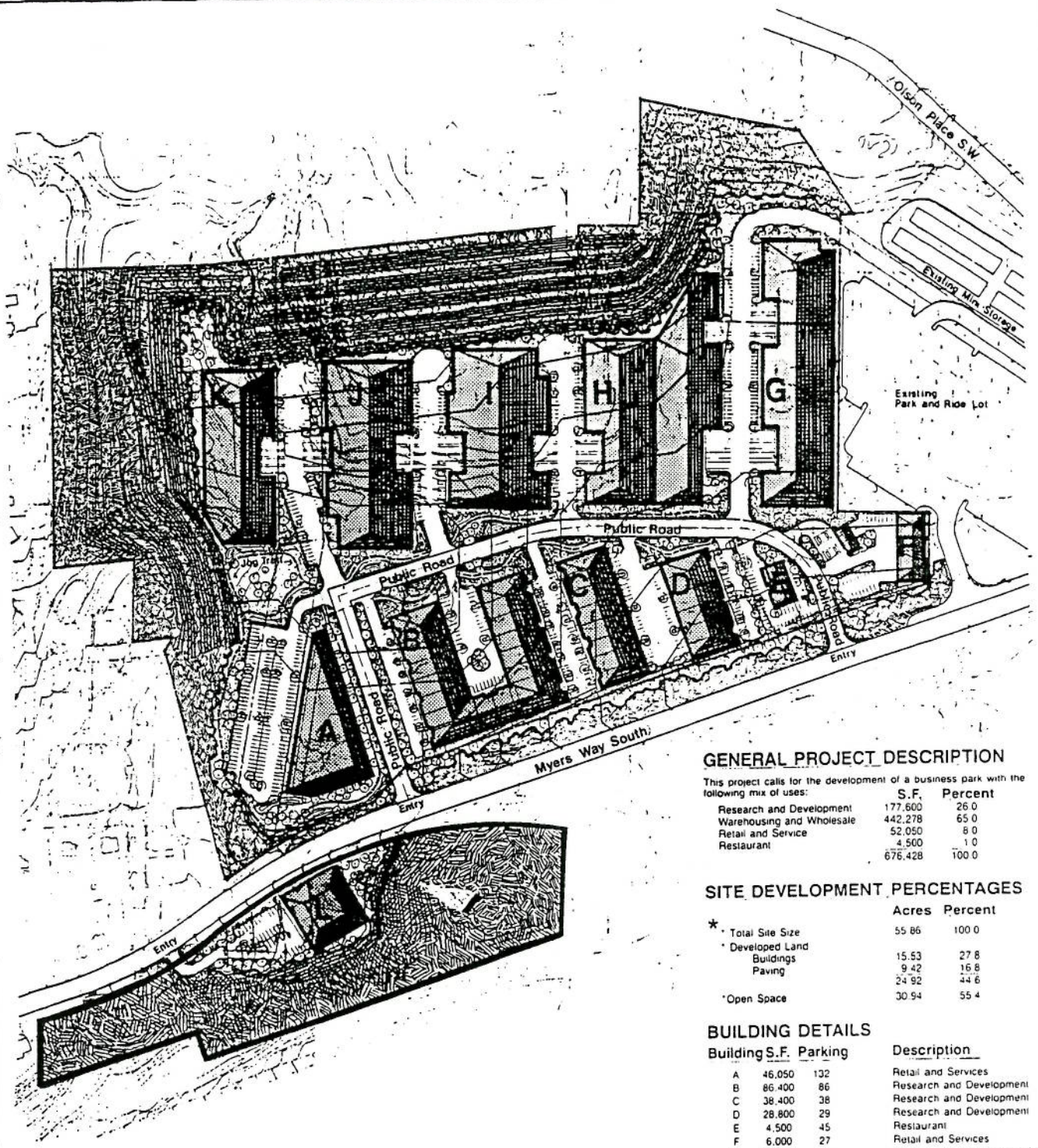
There are no definite construction plans for the site. Present thinking is that the business park will be built in 10-acre increments, the first being the 10.91-acre portion of the site that is now in the City. This site is least problematic, i.e., it does not need to be annexed, and the City has already recommended C-1 and C-2 Commercial Zoning for this area. The northern access driveway on Myers Way South would be built first to accommodate this area. In October 1985, the City Hearing Examiner approved a variance (Application #8502339) to continue the site mining operation in its non-conforming status.

2. Research and Development Center - Parcel 2. Parcel 2 is a 7.06-acre site, of which 2 acres are buildable. A research and development center will be built on the 2 acres; the remaining 5.06 acres will be used for an enhanced wetlands area related to the retention/detention pond at the bottom of the ravine.

OBJECTIVES AND NEED

As a sand pit, the site has at most five years of productive life. The site is now unused and unattractive, the cut slopes are unstable, and there is every indication the site is a greatly under-utilized resource in its present condition.

The site is ideally suited for nonretail commercial and light industrial uses. The City of Seattle's Land-Use Policies for Neighborhood Commercial Areas, (1984), lists five site conditions essential for designation as a C-2 Commercial district: (1) good access from a principal artery, (2)



North →
Scale: 1" = 300'

Site Plan
Central Heights Business Park
Figure: 3

GENERAL PROJECT DESCRIPTION

This project calls for the development of a business park with the following mix of uses:

	S.F.	Percent
Research and Development	177,600	26.0
Warehousing and Wholesale	442,278	65.0
Retail and Service	52,050	8.0
Restaurant	4,500	1.0
	676,428	100.0

SITE DEVELOPMENT PERCENTAGES

	Acres	Percent
* Total Site Size	55.86	100.0
* Developed Land		
Buildings	15.53	27.8
Paving	9.42	16.8
	24.92	44.6
* Open Space	30.94	55.4

BUILDING DETAILS

Building	S.F.	Parking	Description
A	46,050	132	Retail and Services
B	86,400	86	Research and Development
C	38,400	38	Research and Development
D	28,800	29	Research and Development
E	4,500	45	Restaurant
F	6,000	27	Retail and Services
G	96,271	34	Warehousing and Wholesale
		8 truck bays	
H	118,982	76	Warehousing and Wholesale
		12 truck bays	
I	81,750	41	Warehousing and Wholesale
		8 truck bays	
J	81,450	41	Warehousing and Wholesale
		8 truck bays	
K	63,825	32	Warehousing and Wholesale
		4 truck bays	
L	24,000	24	Research and Development
	676,428	605 car spaces	
		40 truck bays	

LENGTH OF PUBLIC ROAD DEVELOPMENT

Pavement Width	1,800 feet
Right-of-way Width	40 feet
	60 feet

LENGTH OF WALK/EXERCISE TRAIL

* TOTAL SITE SIZE INCLUDES CITY LIGHT RIGHT-OF-WAY

proximity to manufacturing or industrial zones, (3) presence of edges which buffer adjacent residential uses, (4) large lots which can accommodate heavy commercial/light industrial uses, and (5) limited pedestrian access.

The proposed business park is suitable for C-2 commercial uses and meets all five conditions considered favorable for a C-2 zone. The business park would be built on a 44-acre parcel in the South Seattle Industrial District, with sufficient space to accommodate large light manufacturing and wholesaling activities. The site is the largest vacant commercial site in the Industrial District. The site is adjacent to a major arterial (Myers Way South) with direct access to State Route 509 and Highway 99. Additionally, the steep natural slopes on the western and southern sides of the site tend to give the site "edge" definition and separate it from the adjacent neighborhoods. The business park would have limited pedestrian activity, except in the small retail/restaurant area which represents 9 percent of the site.

A. Objectives. The Central Heights ownership proposes to achieve three goals: to gain approval of their annexation petition, to resculpt the land forms on the site so the site is stable, attractive and suitable for construction, and to gain approval of a Master Plan for future development of the site. The owners propose to achieve the following five objectives by making the southern portion of the site a part of the City of Seattle, and four additional objectives in preparing the site and preparing a Master Plan for a business park.

B. Annexation Objectives:

1. To permit development of an integrated business park under one jurisdiction.
2. To increase the amount of vacant, developable land within the City of Seattle that is suitable for a business park.
3. To increase jobs and revenue for the City of Seattle.
4. To make service boundaries less confusing, thereby avoiding delays in police, fire, and medical aid response.
5. To adjust boundaries to follow major physical features, e.g., S.R. 509.

C. Site Development and Master Plan Objectives: The Central Heights ownership proposes to achieve the following objectives in preparing the subject site and developing it as a business park.

1. To resculpt the land forms on the site, creating stable, hydroseeded slopes and level building sites, with both temporary and permanent storm drainage facilities.
2. To reclaim an unattractive, nearly depleted sand pit site and convert it into a well-designed business park which will serve Seattle residents well, provide jobs, return significant tax revenues to the City, and provide a reasonable return on the owner's investment.

3. To provide a research and development site and an enhanced wetlands area related to the detention pond on Parcel 2, east of Myers Way South.
4. To gain approval of a Master Plan for development of this site as an auto-oriented, primarily nonretail business park providing commercial activities serving a city-wide function, including research and development offices, restaurants, warehouses, some retail uses and other services.

D. Location and Description: Both the annexation area and the Central Heights site are located 1 mile west of White Center, just south of the Metro Park & Ride lot at Olson Place S.W. and Myers Way South. The annexation area and the Central Heights site are shown on Figure 2.

It is important to understand the relationship between the annexation area and the Central Heights property. Both areas have 41 acres in common.

1. The proposed annexation area contains 90.62 acres, involving the southern 41 acres of the Central Heights property. The remainder of the annexation is public right-of-way, except for a 0.71-acre parcel owned by Gary Cromwell.
2. The Central Heights property contains 51.91 acres. At present 10.91 acres are within the City of Seattle; the remaining 41.0 acres are within the proposed annexation area. The 41.0 acres include 33.94 acres in the southern part of Parcel 1 and the entire 7.06-acre Parcel 2.

E. Description of Annexation Area: The legal description of the annexation area is included in Section Seven on page 182.

IMPORTANT NOTE: UP TO THIS POINT CONSIDERABLE ATTENTION HAS BEEN DEVOTED TO THE PHASE I ANNEXATION AND ZONING. ALTHOUGH THE ANNEXATION IS ESSENTIAL TO THE SUCCESS OF THE BUSINESS PARK, IT IS MAINLY AN ADMINISTRATIVE ACTION AND HAS LITTLE ENVIRONMENTAL IMPACT. SINCE THIS REPORT IS PRIMARILY AN ASSESSMENT OF ENVIRONMENTAL IMPACT, ATTENTION HENCEFORTH WILL BE FOCUSED ON THE CENTRAL HEIGHTS BUSINESS PARK SITE.

F. Description of Central Heights Site. The legal description of the Central Heights property is included in Section Seven on page 180. The Central Heights site may be generally described as the undeveloped land located south of the White Center Park 'n Ride Lot, north of the line of South and Southwest 100th Street, east of Park Lake Homes and west of Myers Way South, with an additional section lying between Myers Way South and SR 509.

The Central Heights site area is identical to the annexation area in the following ways:

- * A total of 41.0 acres of the site is included in the annexation.

- * Both the western and southern boundaries of the Central Heights site are located on the western and southern boundaries of the annexation.

The Central Heights site area differs from the annexation area in the following ways:

- * The Central Heights site also includes two parcels within the City of Seattle totalling 10.91 acres. They are located in Section 31 on the northwest corner of the site.
- * The Central Heights site does not include the rights-of-way of either Myers Way South or State Route 509 or the Gary Cromwell property, or the right-of-way of Seattle City Light.

A major site constraint is Seattle City Light's 100-foot-wide Duwamish-Delridge transmission line right-of-way which traverses the southern portion of Parcels 1 and 2. The right-of-way involves an area of 4.00 acres. (See Site Plan, Figure 3). The applicants may lease the right-of-way for parking or other nonstructural uses. Use of the right-of-way is governed by City Light Policy 500-P-132 and Right-Of-Way Guidelines adopted in June, 1984.

HISTORY OF CENTRAL HEIGHTS PROPERTY.

The property was divided into two parcels. Parcel 1 is west of Myers Way; Parcel 2 is east of Myers Way.

From 1920 to 1980, Parcel 1 was held in three large ownerships. Both the Desimone family, which owned the southern end of the site, and the Overlook Heights Associates, which owned the northern end of the site, operated commercial borrow pits on the site. They were known as the Cloverdale Pit and the Olson Place Sand Pit, respectively.

For six decades both groups mined their property to exhaustion, leaving only the central knoll property, owned by Eddie Staltdt, untouched.

Although decades of excavation seem to have stripped the site of its potential, in reality the steep slopes are assets, giving needed definition and providing the physical separation from adjacent neighborhoods which a successful business park requires.

In 1980 the site was brought under single ownership for the first time, and two major activities will soon be transforming the site. The petition for annexation was filed in 1981, and the terminal phase of excavation and the complete restoration of the site will begin as soon as the grading permits from King County are approved. In the next five years the final 1.3 million cubic yards of sand will be removed from the central knoll area.

Simultaneously, the entire site is being restored including stabilization and seeding of all slopes, implementation of a drainage and erosion control

plan, and regrading the entire site. Parcel 2 will be graded in part for construction during Phase III.

SCOPING AND PUBLIC INVOLVEMENT

- A. Scoping. From December, 1984 to July 1, 1985 at least six meetings were held with City officials to discuss the proposed annexation and rezone of 41 acres of the property for business park use. Simultaneous to these discussions, the applicants have submitted two applications to King County to initiate the Phase II sand removal and site restoration activities. On April 30, 1985, the County issued a DNS for the grading permit (#2513-33) allowing for restoration of a 15-acre portion of the site. On August 6, 1985 a mitigated DNS was issued for an unclassified use application #216-84-U allowing for removal of 1.3 million cubic yards of sand from the central area of the subject property.

Two scoping meetings were held with City officials on February 13, 1985 and March 28, 1985. All Departments were invited and representatives from the following Departments were present: Community Development, Water, City Light, Fire, Police, Construction and Land Use, Public Works and Law. All aspects of the project were discussed, with emphasis on annexation, circulation, excavations, utilities, project phasing, and alternatives.

Based on the comments in these meetings, David Moseley of the Department of Community Development (DCD) issued an Analysis and Decision Statement on April 10, 1985, (with comments due during the 21-day review period which ended on May 1, 1985), determining that an E.I.S. was required, and that the following environmental elements would be significantly impacted: earth, air, water, plants, energy and natural resources, noise, land use, transportation, public services and utilities.

DCD also recommended consideration of an alternative development plan involving a mixed housing complex on Parcel 1 combined with a smaller business park.

Letters written in response to DCD's "Analysis & Decision" letter were received from local agencies and two regional or state agencies as follows, with their areas of concern identified.

AGENCY

AREAS OF CONCERN

City Departments

Water Department (5/9/85)

- Excavation Impacts
- Recommend Soils Engineer monitor excavation work
- Integrity of 48-inch West Seattle Pipeline in SW 100th right-of-way
- Site requires substantial number of new 8 and 12-inch mains

City Light (4/29/85)

- Emphasized that both Energy and Utilities be adequately discussed in DEIS
- Conditions for private use of Transmission Line Right-of-Way

Engineering (5/8/85)

- No Comment

King County Dept. of Planning & Community Development (4/29/85)

- Excavation Impacts
- Progress of Grading Permits
- Possible Designation of Site for County Park

Washington State Department of Transportation (4/22/85)

- Circulation
- Public Transportation
- Visual Quality of Highway
- Road Maintenance
- Soils
- Public Rights-of-Way

Puget Sound Air Pollution Control Agency (4/16/85)

- Methods to Control Emissions (Dust)
- Methods to minimize sand track-out during wet weather

- B. Public Participation: The neighbors were recently advised by the owners (7/25/85) that a chain-link fence would soon be installed around the entire perimeter of the site as a security measure. (The fence has been erected). The police consider the site an attractive nuisance. The fence will eliminate hunters, dirt-bikes, children, and reduce theft of construction materials and equipment.

As the project progresses, neighborhood meetings will be held to elicit comments from the neighborhood and business community regarding the project.

PROPOSAL AND ALTERNATIVES CONSIDERED

- A. Alternative A - Proposal. The preferred alternative involves approval of a Master Plan for a business park on Parcel 1 with 652,428 square feet of Gross Floor Area and a 2-acre research and development center on Parcel 2 with 24,000 square feet of Gross Floor Area. Additionally, an enhanced wetland habitat area will be created on the wooded 5 acres of Parcel 2 in conjunction with the proposed detention pond.
- B. Alternative B - Business Park. This alternative involves approval of a master plan for a business park with 585,000 square feet of Gross Floor Area and 240 new apartments on the eastern and western perimeters of the site.
- C. Alternative C - No Action. The petition to annex and rezone the County portion of the site would be withdrawn and all activity on the site would be discontinued. Pursuing this alternative would eliminate all of the impacts outlined in this report. The tax and employment benefits to the City and County would not be realized.
- D. Alternative D - No Annexation with County Rezone. Without annexation, the County portion (41 acres) would retain its single-family zoning. A scaled-down business park with 195,000 sf Gross Floor Area would be built on the 10.91 acre City portion of the site.

The owners would seek two rezones for the County portion of the site to permit construction of a 29-acre mobile home park (with 174 pads) and 240 view apartment units on the site, for a total of 414 dwelling units proposed. The mobile home park would require RMHP zoning; the apartment sites would require RM 1800 zoning. The apartment proposal (3 acres on the knoll and 7.06 acres in Parcel B) is identical to that proposed in Alternative B.

- E. Alternative E - Alternative Sites. The possibility of locating a business park on another site was explored, but no site of similar size could be found in the South Seattle Industrial District. Consideration was given to locating the proposed commercial uses in several smaller sites in established neighborhood or community shopping centers. This alternative would leave the subject site uncommitted, and its effect would be to delay development on the subject site.
- F. Alternative F - No Annexation With Development of a County Park. This alternative responds to the County-adopted Highline Community Plan.

In its implementation program, the County Parks Department proposes to acquire 11 acres of the site for a community park at an estimated purchase price of \$170,000. The subject site is one of two under consideration for acquisition in the neighborhood. The alternate site has a higher priority for acquisition. The County has no money to acquire either site at this time. On the City 10.91 acres, a 195,000 square foot business park would be built, as the Highline Community Plan has no jurisdiction within the City of Seattle.

- G. Alternative G - Mixed-Housing Development. This alternative, suggested by DCD, would involve scaling down the business park to 25 acres on the northern end of Parcel 1 with a total of 356,000 square feet of Gross Floor Area and adding 16 acres of mixed-housing types on the southern portion of the site. At a density of 24 units per gross acre, 645 one and two-story units could be built on the site.

ENVIRONMENTAL IMPACTS AND MITIGATING MEASURES.

1. Earth

A. Expected Impacts

1. Approximately 1.3 million cubic yards of sand will be removed from the site during Phase II, 1986 to 1990. Most of the sand will be used for structural fill in South King County.
2. During Phase II, all the cut slopes in original undisturbed dense sand soils, ranging in height between 60 and 116 feet, will be stabilized at 1.5:1 slopes with 10-foot wide benches at 25-foot vertical intervals. Slopes of regraded fill materials will be stabilized at 2:1, with a section at 3:1 along the southern boundary, parallel to the 100th Street 48" water pipeline.
3. Minor topographic changes will occur over 65 percent of the site during Phase II, with grades increasing or decreasing by 0 to 5 percent.
4. During the removal of 1.3 million cubic yards of sand in Phase II, there is an increased potential for erosion and sediment transport.

B. Mitigation Measures

1. All cut slopes will be hydroseeded, with 10 foot benches at 25 foot vertical intervals for erosion control.
2. Existing uncontrolled fill will be evaluated to determine its suitability for stable foundation support.
3. A soils engineer will monitor certain critical earth-moving activities, for example, the excavation near the West Seattle 48" water main on SW 100th Street.
4. See details of Temporary Erosion and Sedimentation Control Plan discussed under Water Resources section.

2. Water Resources

A. Expected Impacts

1. About 44 percent of the site will be converted to impervious surfaces. The existing flow contributed by the site for a 25-year storm (with average antecedent conditions) is 3.82 cfs. After development flow for the same storm is 17.67 cfs. Flow from the 150-acre basin above the site contributes 21.31 cfs before reaching the site, producing net before and after development flows of 25.13 cfs and 38.98 cfs respectively from the site.
2. When the business park is operational, petroleum wastes and other chemicals will not be washed into storm-water system.

B. Mitigation Measures

1. The Erosion and Sedimentation Control Plan will control storm water and underground springs during Phase II excavation and Phase III construction. During all phases, nonsediment laden storm waters passing through the site and clean spring waters originating on site will be kept separate from any sediment laden waters. The clean waters will bypass sediment control interceptor ditches and the sediment pond.
2. A closed storm drainage system with oil separators and two detention ponds will be installed during Phase III to comply with Seattle Council Ordinance 108080.
3. Underground springs will be diverted into a new storm water system during Phase III.
4. Additional dewatering and drainage procedures may be needed where foundations are installed below water table in sand or fill areas.

3. Air Quality

A. Expected Impacts

1. Dust and exhaust emissions from trucks and construction vehicles will occur during the Phase II excavation period and the Phase III construction period.
2. Business park and research and development traffic (11,000 vehicles daily (Brown, November, 1985)) at full development will generate 3 ppm of carbon monoxide in the "worst case" situation.

3. Site-generated vehicles would contribute small, permanent pollutant concentrations of Non-Methane Volatile Organic Emissions (44.1 kg/day) and Oxides of Nitrogen (54.6 kg/day).

B. Mitigation Measures

1. All newly cut terraced hillsides will be hydroseeded and planted per landscaping plans.
2. Dirt removal equipment will be installed to remove dirt from truck wheels before entering public roads.
3. Internal haul roads will be treated or watered to reduce wind-blown dust during dry months.
4. Pedestrian connection with Park & Ride lot will increase likelihood of transit use by visitors and employees.
5. Existing mature trees and vegetation will be maintained on perimeter areas not subject to regrading.

4. Plants

A. Expected Impacts

1. The mature madronas on the knoll area and all the vegetation on the pit floor will be eliminated, except for the perimeter plantings.
2. All vegetation in the ravine area (SE corner of Parcel 1) will be removed when the ravine is filled.

B. Mitigation Measures

1. A site landscape plan will be prepared for the 55.4 percent of the site designated for landscaping and open space.
2. The wooded portion of Parcel 2 will be developed as an enhanced wetlands area related to the proposed detention pond.

5. Animals

A. Expected Impacts

The development will diminish the value of the site as a wildlife habitat.

B. Mitigation Measures

See Mitigation Measures under "Plants" section.

6. Energy

A. Expected Impacts

1. Approximately 26.896 million kwh will be consumed constructing the business park and 2-acre research and development center.
2. Approximately 180,000 gallons of diesel fuel will be consumed annually for 5 years by trucks hauling sand from the site. (Assuming 60 miles per round trip and 18 cubic yards per truckload).
3. Approximately 7,300 gallons of gasoline per day will be used by the 11,000 vehicle trips to the business park (assuming a 10-mile round trip). This amount will be reduced by the percent of commuters using public transit.
4. The annual energy consumption rate to operate the business park and research and development center is a maximum of 22.04 million kwh, assuming conventional building practices.

B. Mitigation Measures

Consideration of the following:

1. Passive or active solar systems.
2. Energy-efficient building shells surpassing code standards.
3. Energy-efficient lighting inside and outside.
4. Maximum use of daylighting.
5. Waste heat recovery use within the facilities.
6. Central microprocessor-based controls.
7. Incentives to employees to use public transit.

7. Environmental Health (Noise, Risk of Explosion, Toxic Materials)

A. Expected Impacts

1. During sand removal, truck traffic will increase noise levels from 54 dBA to 57 dBA.
2. Temporary construction noise will increase background noise levels by 10-15 decibels. Noise-sensitive receptors (residences) exist to the south and west of the property.
3. Permanent traffic increases (11,100 vehicles daily) will increase noise levels by 7 decibels at the center of the site, from 54 dBA to 61 dBA.
4. During construction, the risk of explosion by use of petroleum and chemicals is increased.
5. Use and storage of hazardous or toxic materials poses additional health hazards.

6. There will be only minor vibration felt off site. Some slight vibration may be experienced to the south of the site by residents while the southern portions are excavated. The greatest vibration will occur in the center of the site, most of which will be absorbed by sand. The vibration occurring in the site's center will not be felt by residents to the south of the site due to the distance.

B. Mitigation Measures

1. Elevation difference of cut slopes on west and south property lines will provide reductions in noise levels for noise-sensitive receptors.
2. Construction equipment will have operating mufflers and quieting devices per O.S.H.A. requirements.
3. Construction work will be limited to weekdays from 8 AM to 5 PM.
4. Contractors will be required to comply with City building and fire codes when using and storing petroleum and chemicals.
5. Contractors will comply with City's policies on Airborne Emissions and Odors and on Hazardous Materials.

8. Land Use

A. Relationship With Existing Land-Use Plans

1. Expected Impacts

- a. The proposed action does not comply with existing City and County residential RS 7200 zoning; however, the proposal conforms to the City-recommended C-1 and C-2 zoning.
- b. The proposed action does not conform with the 1977 Highline Community Plan which designates the site for park use.
- c. The business park complies fully with the locational criteria for C-2 Commercial listed in Land Use Policies for Neighborhood Commercial Areas, 1984.
- d. The project will comply with the State's Annexation Statutes. This Draft EIS is one of the requirements for annexation.
- e. The site is not in compliance with the County's Sensitive Areas Ordinance 64365, which designates some site slopes as Class III seismic hazard zones. This hazard will be sharply reduced when the slopes are stabilized.

B. Housing

1. Expected Impacts

One rented home in the site's western portion will be removed to make way for the project.

2. Mitigation Measures

None.

C. Light and Glare

1. Expected Impacts

- a. There will be significant exterior lighting, including structures, parking areas, sign areas, as well as indoor lighting.
- b. There will be security lighting near equipment storage areas.
- c. There will be no lighting during excavation because it will take place during daylight hours.

2. Mitigation Measures

- a. The project will comply with the City's Light and Glare Control policy, which requires shielding for outdoor lights and glare diagrams for building with highly reflective materials.
- b. Adjacent residential properties to the south and west are located at elevations 50 to over 100 feet higher than the business park, reducing light and glare potential.
- c. Mature trees will be maintained where possible on site periphery.

D. Aesthetics

1. Expected Impacts

- a. No proposed construction heights will exceed surrounding terrain elevations.
- b. General appearance of the area will be improved with completion of the project.

2. Mitigation Measures

None.

E. Recreation

1. Expected Impacts

The proposed park is likely to generate new demand for recreational activities in the vicinity of the site or onsite.

2. Mitigation Measures

- a. The business park will attempt to attract a private athletic club as one of its tenants.
- b. The site will include a looped jogging trail with exercise stations and picnic tables at view locations.

F. Historic and Cultural Preservation

1. Expected Impacts

It is unlikely that cultural resources exist on the site according to the State Office of Archaeology and Historic Preservation. The site has been extensively mined for over half a century.

2. Mitigation Measures

None.

G. Agricultural Crops

1. Expected Impacts

Although agricultural soils did exist on the site before 1930, all agricultural soils are long gone. The project will thus have no impact on agriculture.

2. Mitigation Measures

None.

TRANSPORTATION AND CIRCULATION

A. Traffic

1. Expected Impacts

- a. For Alternatives A and B during Phase II sand removal, (1986-1990), the site will generate up to 220 truck trips on peak-activity days. Even with this impact, Myers Way will have Level of Service (LOS) B.

- b. At the completion of Alternative A in 1990 (or later) the business park would generate approximately 11,100 vehicles daily. The traffic impact would create LOS between A and C at most intersections near the site during peak periods. LOS "F" would prevail at the northern access driveway during evening peak hours without signalization. LOS "D" would occur at the intersection of S. Cloverdale and the northbound off ramp to SR 509 without signalization.

At the completion of Alternative B (in 1990 or later), average weekday traffic from the business park alone would be approximately 9,200. Another 1,300 vehicles daily would be expected from the residential development. Levels of service between A and C would prevail at morning peak hours. Los "D" would occur at two intersections at evening peak hours.

2. Mitigation Measures

- a. A traffic signal will be considered at the northern access driveway of the business park.
- b. All access driveways to the business park will be constructed with "two-lane approaches" for better traffic flow.
- c. Street lights will be installed at each access driveway.
- d. Need for a Transportation Systems Management Plan (TSM) will be re-examined after the business park is built. Based on predicted levels of service on arterials serving the business park, no TSM plan is needed. The TSM plan would include car pooling, staggered work hours, etc.

B. Parking

1. Expected Impacts

- a. Parking demand for the business park and research and development center is estimated to be between 550 and 650 vehicle spaces and 30 to 40 truck bays.
- b. During construction there will be a demand for parking of construction vehicles.

2. Mitigation Measures

- a. The site plan will provide 605 off-street parking spaces and 40 truck bays for the business park, including 24 spaces for the research and development site on Parcel 2.
- b. The site will be able to accommodate the estimated 20 to 30 trucks and other vehicles during construction.

C. Public Transportation System

1. Expected Impacts

Possibly 20 to 30 percent of the employees of the business park will use public transit buses.

2. Mitigation Measures

- a. A pedestrian path from the adjacent Metro Park & Ride to the business park will facilitate use of Metro facilities by the business park commuters. Three transit routes serve the Park & Ride Lot: 113, 130 and 133.
- b. Three other transit routes - 34, 136 and 137 - also serve the business park site.

D. Traffic Safety

1. Expected Impacts

- a. Seventeen accidents have occurred within the last three years at or near the intersection of Myers Way South and Olson Place S.W. Site-generated traffic increases may aggravate the problem.
- b. Likewise, the intersections at South Cloverdale at First Avenue South and the northbound ramp of State Route 509 have a high incidence of accidents. Additional traffic may aggravate the problem.

2. Mitigation Measures

- a. A study will be made to learn the cause of the accidents at "problem" intersections.
- b. Most of the business park-generated traffic will not use Olson Place S.W.

PUBLIC SERVICES AND UTILITIES

A. Fire and Police Protection

1. Expected Impacts

- a. The potential need for police and fire services will increase, whether from the County or City.
- b. Fire Department personnel will be required for construction inspections.

c. Police supervision and flagmen may be needed during construction.

d. Theft and vandalism may increase during construction.

2. Mitigation Measures

a. A 6-foot chain-link fence has been installed at the perimeter of the site to prevent vandalism and reduce theft of construction materials.

b. Special security measures may be needed to reduce crime and vandalism during and after construction.

c. Security lighting will be needed during construction.

B. Schools

1. Expected Impact

Studies of business parks reveal that employees are widely dispersed, and do not send their children to nearby schools. Therefore, the impact on public schools will be slight.

2. Mitigation Measures

None.

C. Parks and Recreation

1. Expected Impact

The estimated 800 to 1,300 employees of the business park and research and development center would increase demands on existing park facilities.

2. Mitigation Measures

a. A private athletic club may be included in the business park.

b. A looped jogging trail will be included in the site plan, with exercise stations and picnic tables.

D. Water and Storm Sewer Lines

1. Expected Impacts

a. A substantial number of new 8 and 12-inch water mains will be needed to serve the site, especially to provide adequate fire flows.

b. The site will require a permanent storm drainage system and detention ponds in compliance with City Ordinance 108080.

c. The integrity of the West Seattle pipeline could be affected.

2. Mitigation Measures

a. A soils engineer may be needed to insure the integrity of the West Seattle pipeline in the SW 100th St. right-of-way and other excavation impacts.

b. In order to preserve the integrity of the West Seattle pipeline, the developers have agreed to provide a 3:1 grade in areas of vulnerability.

E. Sanitary Sewers and Solid Waste Pickup

1. Expected Impacts

a. The entire site would require a new on-site sanitary sewer system to be connected to the existing sewer mains on Myers Way South owned by Rainier Vista Sewer District.

b. The business park would require solid waste pickup by either Seattle Disposal Company or Bayside Disposal if annexed to the City. If not annexed, solid waste is collected by Sunset Garbage of Seattle, Washington.

2. Mitigation Measures

None.

F. Electrical and Gas Service

1. Expected Impacts

a. The site will receive electrical service from a new distribution system built to serve the development by Seattle City Light.

b. The developers must secure a permit to use the transmission line right-of-way for parking and nonstructural uses.

c. Washington Natural Gas will have to construct a new gas main to serve the site.

2. Mitigation Measures

None.

SECTION TWO
ALTERNATIVES, INCLUDING THE PROPOSED ACTION

1. The first of these is the fact that the world is not a uniform whole, but is divided into many different parts, each of which has its own peculiar characteristics and laws. This is the principle of diversity, and it is the basis of all knowledge and science.

2. The second is the fact that the world is not a static whole, but is constantly changing and developing. This is the principle of change, and it is the basis of all history and progress.

3. The third is the fact that the world is not a chaotic whole, but is governed by certain laws and principles. This is the principle of order, and it is the basis of all philosophy and religion.

4. The fourth is the fact that the world is not a separate whole, but is connected to other worlds and universes. This is the principle of unity, and it is the basis of all metaphysics and mysticism.

5. The fifth is the fact that the world is not a mere collection of things, but is a living, breathing organism. This is the principle of life, and it is the basis of all biology and medicine.

6. The sixth is the fact that the world is not a mere collection of people, but is a community of beings. This is the principle of society, and it is the basis of all politics and economics.

7. The seventh is the fact that the world is not a mere collection of ideas, but is a realm of truth and beauty. This is the principle of knowledge, and it is the basis of all art and literature.

8. The eighth is the fact that the world is not a mere collection of events, but is a process of becoming. This is the principle of time, and it is the basis of all psychology and sociology.

9. The ninth is the fact that the world is not a mere collection of places, but is a realm of power and influence. This is the principle of space, and it is the basis of all geography and anthropology.

10. The tenth is the fact that the world is not a mere collection of things, but is a realm of meaning and purpose. This is the principle of value, and it is the basis of all ethics and religion.

11. The eleventh is the fact that the world is not a mere collection of people, but is a community of beings. This is the principle of society, and it is the basis of all politics and economics.

12. The twelfth is the fact that the world is not a mere collection of ideas, but is a realm of truth and beauty. This is the principle of knowledge, and it is the basis of all art and literature.

13. The thirteenth is the fact that the world is not a mere collection of events, but is a process of becoming. This is the principle of time, and it is the basis of all psychology and sociology.